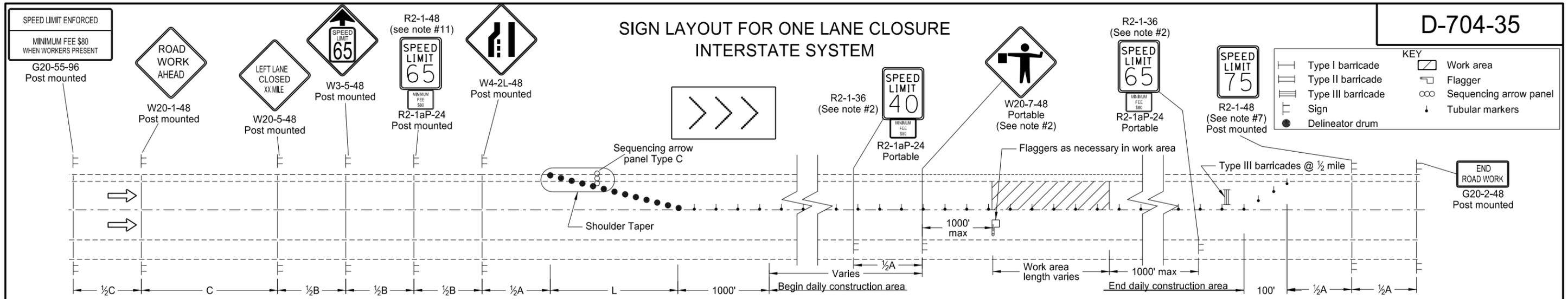


SIGN LAYOUT FOR ONE LANE CLOSURE
INTERSTATE SYSTEM



KEY

	Type I barricade		Work area
	Type II barricade		Flagger
	Type III barricade		Sequencing arrow panel
	Sign		Tubular markers
	Delineator drum		

LEFT LANE CLOSED
WORKERS IN WORK AREA

Longitudinal Buffer Space	
Speed (mph)*	Length Min (feet)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820

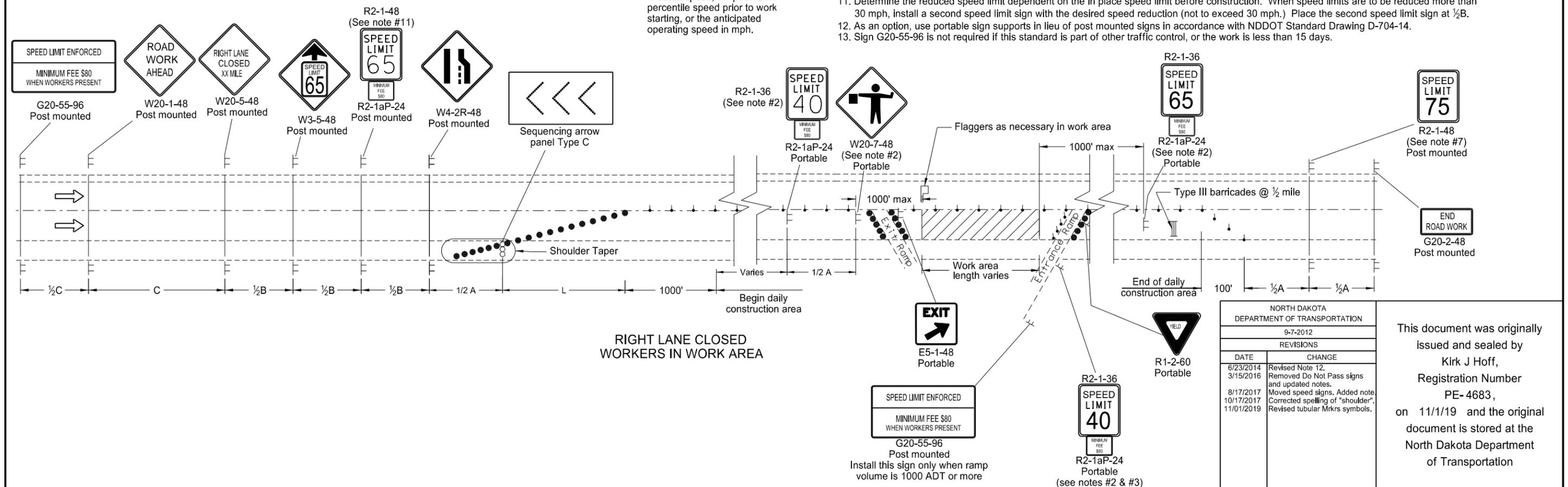
*Posted speed, off-peak 85th percentile speed prior to work starting, or the anticipated operating speed in mph.

Notes:

1. Install advance signs for flagging when flaggers are flagging.
2. Move the advanced flagger sign and the speed limit signs as the work area moves through the construction zone. When the work area is not visible from the flagger, move the flagger station so the work area is visible. Space the 40 mph speed limit sign at 1/2A in advance of the flagger sign and move the 65 mph speed limit sign. Cover or remove the 40 mph speed limit and Minimum Fee \$80 signs and the 65 mph speed limit sign upon completion of the work day or when workers are not present.
3. RAMPS: When the work area encompasses an entrance ramp, install a 40 mph speed limit sign on the ramp and cover any existing yield sign. Install new yield sign as necessary. Remove the ramp speed limit sign when the main line 40 mph speed zone is moved past the ramp.
4. Variables:
S=Numerical value of speed limit or 85th percentile
W=The width of taper.
L=Minimum length of taper, or SxW for freeways, expressways, and all other roads with speeds of 45 mph or greater, or WxSxS/60 for urban, residential, and other streets with speeds of 40 mph or less.
5. Space delineator drums for tapering traffic at the dimension "S".
6. Place sequencing arrow panels at the beginning of the taper when possible. Where shoulder width does not provide sufficient room, move the panel closer to the work area and place on the roadway surface.
Use Type C on roadways with high traffic speeds and volumes (over 40 mph or 5000 ADT or greater).
7. Re-establish the speed limit. Determine the exact speed limit in the field, dependent on location and conditions.
8. Cover existing speed limit signs within a reduced speed zone.
9. Upon approval, the Engineer will measure obliterated or covered pavement marking as Obliteration of Pavement Marking.
10. Install flags on warning signs in urban areas when signs are not portable. Mount 24 inch square flags perpendicular to the edges of the diamond sign, and at such a distance above the edge that the flag does not touch the sign when limp.
11. Determine the reduced speed limit dependent on the in place speed limit before construction. When speed limits are to be reduced more than 30 mph, install a second speed limit sign with the desired speed reduction (not to exceed 30 mph.) Place the second speed limit sign at 1/2B.
12. As an option, use portable sign supports in lieu of post mounted signs in accordance with NDDOT Standard Drawing D-704-14.
13. Sign G20-55-96 is not required if this standard is part of other traffic control, or the work is less than 15 days.

ADVANCE WARNING SIGN SPACING			
Road Type	Distance Between Signs Min (ft)		
	A	B	C
Rural - High Speed (over 50 mph to 65 mph)	720	720	720
Urban Expressway and Freeway (55 mph to 60 mph)	850	1350	2200
Rural Expressway and Freeway (70 mph to 75 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

RIGHT LANE CLOSED
WORKERS IN WORK AREA



NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
9-7-2012	
REVISIONS	
DATE	CHANGE
6/23/2014	Revised Note 12.
3/15/2016	Removed Do Not Pass signs and updated notes.
8/17/2017	Moved speed signs. Added note
10/17/2017	Corrected spelling of "shoulder".
11/01/2019	Revised tubular Mkr symbols.

This document was originally issued and sealed by Kirk J Hoff, Registration Number PE-4683, on 11/1/19 and the original document is stored at the North Dakota Department of Transportation